

Message Text

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PAGE 01 MOSCOW 03746 051440 Z

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SUBJ: DOCUMENTS FOR MARITIME COMMISSION FIRST SESSION
WORKING

REF: MOSCOW 3731

1. FOLLOWING IS INFORMAL TRANSLATION OF FOURTH WORKING DOCUMENT, SASK- 1- RD-4, RELATING TO DRAFT AGENDA POINT 3-- METHODS OF DETERMING FREIGHT RATES FOR SHIPMENT OF GRAIN FROM US PORTS TO USSR PORTS AFTER JULY 1 1973 (SUBMITTED BY SOVIET DELEGATION).

2. BEGIN TEXT: THE PROPOSED METHODS ARE DRAWN UP TAKING INTO ACCOUNT THE EXPPERIENCE ACCUMULATED DURING THE SHIPMENTS OF GRAIN FROM THE US TO THE USSR AND MAY BE INTRODUCED WITHING THE TIME FRAMES WHICH WILL BE AGREED ON IN THE FRAMEWORK OF POINT 2(A) OF THE PREMIMINARY AGENDA. THE DRAFT OF THE METHODS IS BASED ON THE FOLLOWING BASIC PRINCIPLES:

1. THE FREIGHT RATES ARE ESTABLISHED FOR EACH ACCOUNTING PERIOD AT THE LEVEL OF AVERAGE FREIGHT RATES FOR THE THREE PRECEDING YEARS.

2. FOR CALCULATING FREIGHT RATES ON GRAIN SHIPPING ROUTES FORM PORTS OF THE US EAST COAST TO PORTS IN THE USSR THE FOLLOWING FREIGHT RATES ARE USED AS A BASIS;

- GRAIN, GULF OF MEXICO- CONTINENT, FOR DISCHARGE AT THE EUROPEAN PORTS OF THE USSR;

- GRAIN, GULF OF MEXICO- JAPAN, FOR DISCHARGE AT PORTS OF UNCLASSIFIED

UNCLASSIFIED

PAGE 02 MOSCOW 03746 051440 Z

THE USSR FAR EAST.

3. THE BASIC FREIGHT RATES ARE DETERMINED ACCORDING TO DATA (AVERAGE MONTHLY FREIGHT RATES) IN THE NEWSPAPER " DAILY FREIGHT REGISTER," F. I. O. IN US DOLLARS.

4. THE FREIGHT DIFFERENCE IS CALCULATED ON GROSS- FREIGHT PER DAY, EQUIVALENT ON A BASIC ROUTE FOR AT 30,00 DWT VESSEL (SPEED --15 KNOTS), F. I. O. LOADING/ DISCHARGING, TIMES FOR LOADING/ DISCHARGING: US PORTS-- 5 DAYS; CONTINENT PORTS--4 DAYS; BLACK SEA PORTS--7 DAYS; BALTIC PORTS--6 DAYS; FAR EAST PORTS--12 DAYS; JAPANESE PORTS--4 DAYS; STEAMING TIME TO INCLUDE HONORWARD BALLAST TRIP; DISBURSEMENT EXPENSES APPROXIMATELY EQUAL IN ALL PORTS.

5 ACCORDING TO THE AVERAGE FREIGHT RATES OVER THE THREE YEARS (1970-1972) PUBLISHED IN THE " DAILY FREIGHT REGISTER," FROM MARCH 5, 1973, THE RATES ON THE BASIC FREIGHT ROUTES WILL BE :

- GULF OF MEXICO- CONTINENT \$ 5.27 F. I. O.
- GULF OF MEXICO- JAPAN 8.26 F. I. O.
- FREE DISCHARGE MINUS \$2.00 (COAST OF LOADING)
- OR TOTAL \$6.26 ON F. I. O. TERMS.

THE DIFFERENCE IN FREIGHT RATES CALCULATED ACCORDING TO THE PROPOSED METHOD WILL BE AS FOLLOWS ON THE FREIGHT ROUTES BELOW:

- GULF OF MEXICO- BLACK SEA PLUS \$2.10
- GULF OF MEXICO- BALTIC PLUS 0.93
- GULF OF MEXICO- FAR EAST PLUS 1.71

- US ATLANTIC COAST- BALTIC PLUS \$0.30
- US ATLANTIC COAST- BLACK SEA PLUS 1.20

- GREAT LAKES- BLACK SEA PLUS \$1.95
- SEAWAY TOLLS) PLUS 2.00
- TOTAL: PLUS \$3.95
- GREAT LAKES- BALTIC PLUS \$0.90
- (SEAWAY TOLLS) PLUS 2.00
- TOTAL: PLUS \$2. 90

6. FOR THE PERIOD AFTER JULY 1, 1973 , THE FOLLOWING FREIGHT RATES ARE SUGGESTED FOR A PERIOD OF ONE YEAR:

- GULF OF MEXICO- BALTIC \$ 6.20 F. I. O.
- GULF OF MEXICO- BLACK SEA 7.37 F. I. O.
- GULF OF MEXICO- FAR EAST \$7.97 F. I. O.
- GREAT LAKES- BLACK SEA 9.22 F. I. O.
- GREAT LAKES- BALTIC 8.17 F. I. O.
- US ATLANTIC COAST- BLACK SEA 6.47 F. I. O.

UNCLASSIFIED

UNCLASSIFIED

PAGE 03 MOSCOW 03746 051440 Z

- US ATLANTIC COAST- BALTIC 5.57 F. I. O.

NOTE: ALL FREIGHT RATES PER LONG TON.

7. THE FREIGHT RATES FOR SHIPMENT OF GRAIN FROM THE US PACIFIC COAST PORTS TO THE SOVIET FAR EASTERN PORTS ARE TO BE DETERMINED BY THE LEVEL OF FRIEGHT RTES ON THE FREIGHT ROUTE FOR GRAIN FROM US PACIFIC PORTS TO JAPAN (FREE DISCHAGE, 3000 T LOADING PER 24 HOURS, 1500 T DISCHAGRE PER 24 HOURS). ACCORDING TO DATA OF THE THE FIRM " GUFLEY" AND " DRURY," THE AVERAGE RATE FOR THIS FREIGHT ROUTE OVER THE THREE YEARS (1970-1972) WAS \$9.30 FREE DISCHARGE. WITH REGARD TO DIFFERENCES IN THE CHARTERING CONDITIONS THE FREIGHT RATE FOR THE FREIGHT ROUTE US PACIFIC PORTS- SOVIET FAR EAST PORTS IS SUGGESTED AT \$9.75, FREE DISCHARGE (\$7.75 F. I. O.). END TEXT.

3. FINAL TRHEE WORKING DOCUMENT (SASK-1- RD-5, 6, AND 7) HAVE STILL NOT BEEN RECEIVED FROM MINISTRY OF MARITIME FLEET, E E E E E E E

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